

A Model Day

N.H.M.F.C. Distinguished visitors who had the honour of being presented to Her Majesty were Lord Pakenham, the new Minister of Civil Aviation, Mrs. T. O. M. Sopwith, Mr. Sopwith, Jnr. (Mr. Sopwith being ill), Mr. and Mrs. T. D. M. Robertson, Mr. and Mrs. Sydney Camm, Mr. and Mrs. A. N. Spriggs, Mr. and Mrs. J. T. Lidbury, Mr. and Mrs. W. Humble, A. Cdr. J. F. Titmas, Mrs. Titmas, and Miss Titmas, S/L. the Rev. and Mrs. G. Hyslop, G/C. and Mrs. J. Mutch, Mr. and Mrs. F. H. M. Lloyd, W/C. G. M. M. Grece, Dr. and Mrs. H. Roxbee Cox, Mr. and Mrs. G. Geoffrey Smith, Mr. and Mrs. E. H. Jefferson, Mr. and Mrs. R. H. Chaplin, Sir Richard and Lady Fairey, His Serene Excellence Gen. Abriganti. Medallions were also presented to Mr. T. O. M. Sopwith (accepted by Mr. Sopwith, Jnr.), Mr. George Anderson, Mr. R. Copland, Mr. F. H. M. Lloyd, Mr. F. E. Wilson, and Mr. Turner.

Following the presentations, the Queen and Princess were given a demonstration of control line flying by J. B. Wood, whose company, Northern Downs Engineering Co., are starting production of the only 10 c.c. two-stroke model power unit to be made in this country. Mr. Wood's demonstration was most impressive, the slim little winged projectile circling round with a waspish scream at about 95 m.p.h. The Queen was obviously amazed at the display and expressed pleasure in learning that the Nordec engine, with which the model was powered, is to be produced in quantity for export.

The Queen's Cup, a magnificent silver-gilt trophy, presented by the Queen for rubber-driven model aircraft of formula design, is similar in design to the famous King's Cup, for which full-size aircraft compete. In addition to winning the trophy in this inaugural contest, P. L. Smith also won the first prize, donated by the directors of Hawker Aircraft, Ltd., a free flight to the Continent, including holiday accommodation. What must have given Mr. Smith added satisfaction was that his winning model, the High-climber, was built in a week and actually had its first flight only that morning.

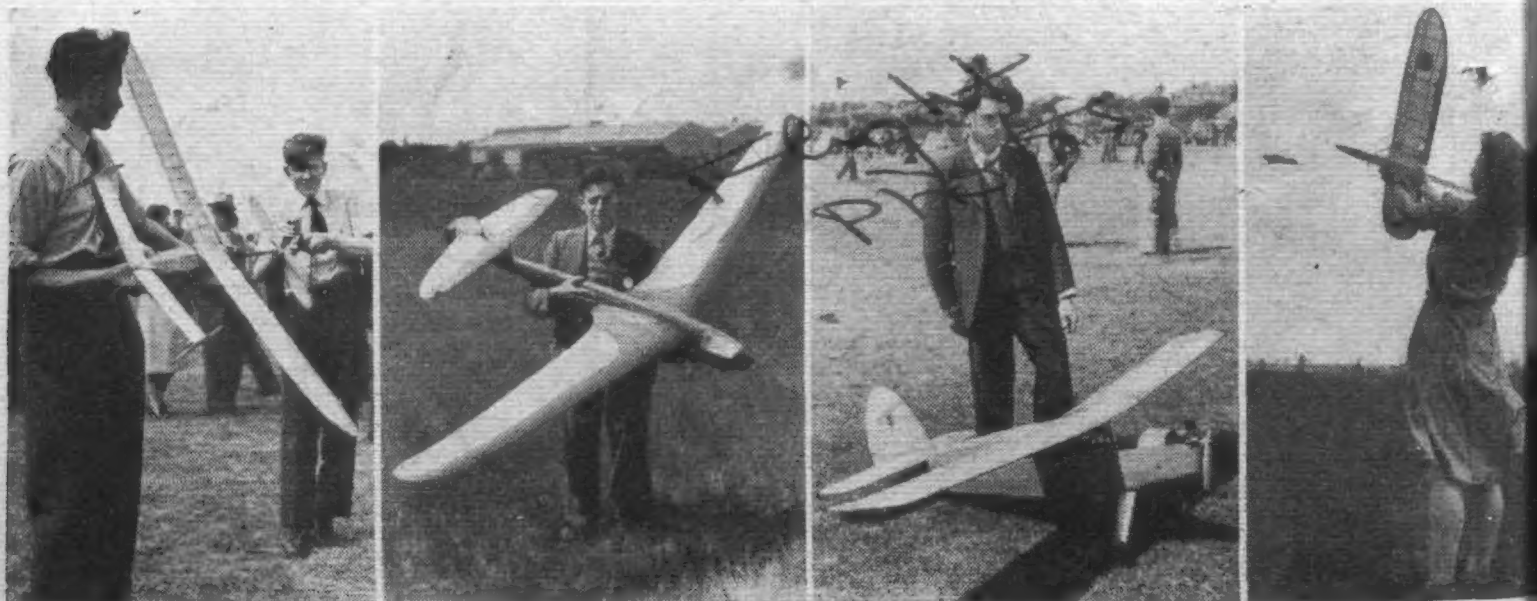
Before leaving the Gala, the Queen and Princess inspected the fine array of models in the Concours d'Elegance and then made a tour of the "pits," where the spare air-screws, lengths of elastic, spare engines, tool kits, and fuel bottles epitomized the enthusiasm of the model aeronautical movement. Prior to leaving after a stay of two hours, the Queen was presented with a specially built elastic-powered model, designed and built by Kenneth White, a Northern Heights member, and covered with some Japanese rice paper given to Dr. Thurston over twenty



Dr. Thurston explained many of the finer points of model aircraft design to Her Majesty and the Princess.



Good examples of Diesel-powered (ether and oil) control-line aircraft. Note the excellent high-speed finish.



(Left to right). Halton apprentices, as well as doing steward duty, entered many of the contests. One of the "Flight" Cup entrants was this Fillon Champion French design. A beautifully constructed power flying model was entered by D. K. Rolls of A.S.T., Hamble. The technique of launching is very nearly worthy of being classed as a high art.